

Business Aviation Footprint in Europe



Business aviation is an air transport option tailored to the specific needs of company executives, providing efficient, productive and secure business travel that can meet schedules and reach destinations not compatible with the limitations set by commercial airline itineraries.

The vast majority of business jets are owned by governments and companies who make their aircraft available for transporting government officials, business leaders, and sales and marketing teams, or to shuttle Engineers and Project Managers offsite. Less than 3% are owned privately.

In the past, business aviation users principally accounted for large corporations. Today's users increasingly include mid-tier management and mid-market firms. With the introduction of lower-cost light jets onto the market, this sector is also able to capitalize on the many benefits of private business travel.

A key benefit to companies and to the economy at large is the time saved through business aviation travel. Streamlined customs procedures and no ground processing means en route and terminal delays are kept to the minimum. Business aircraft also offer guaranteed privacy for sensitive company discussions and computer work, meaning 'business as usual' on board. Additionally, a state-of-the-art cabin environment, with superior air quality and lower pressurization compared with standard commercial aircraft, increases productivity both in flight and upon arrival.

The business aviation industry comprises commercial operators, fractional ownership providers, corporate operators and service providers (including manufacturers, airport operators, fixed base operators, training providers, flight planning services, and maintenance, repair and overhaul). It contributes nearly €20 billion to the European economy, or 0.2% of combined GDP. This level of output is associated with 164k jobs generating €5.7 billion in salaries and wages.

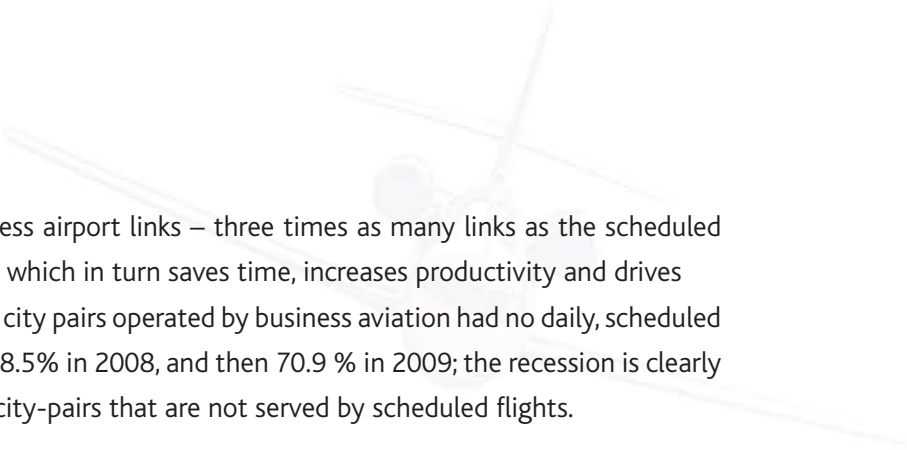


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The 100,000 European business airport links – three times as many links as the scheduled network – allow direct travel, which in turn saves time, increases productivity and drives profits. In 2007, two-thirds of city pairs operated by business aviation had no daily, scheduled connection. This climbed to 68.5% in 2008, and then 70.9 % in 2009; the recession is clearly showing a growing focus on city-pairs that are not served by scheduled flights.

The European business aviation industry continues to grow. Today, 7% of all IFR flights in Europe are business aviation. Since 2001, this segment has grown more than twice as quickly as the rest of air traffic.

Additionally, in 2009 the business aviation industry announced an aggressive strategy for CO₂ emissions reductions by 2050. The community pledged an average 2% improvement in fuel efficiency per year until 2020 on a fleet-wide basis and projected efficiency improvements from infrastructure modernization, operations and alternative fuels. Although data shows that business aviation accounts for only 0.04% of total man-made CO₂ emissions, the industry supports the need for a global aviation sectoral approach in a post-Kyoto global framework.

High industry standards and good and regular recurrent training are key factors in promoting safety within the sector, combined with continual monitoring and analysis of safety information by the International Business Aviation Council (IBAC). The International Standard for Business Aircraft Operations (IS-BAO), introduced by IBAC in 2002, was also designed to raise the safety bar by codifying safety best practices for corporate operators. Today, both corporate and commercial operators are adopting Safety Management Systems (SMS) and Emergency Response Planning (ERP) procedures. In spite of the increase in worldwide flight hours, the number of accidents continues to drop from an already low rate.

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